

Darnell & ASSOCIATES, INC.

TRANSPORTATION PLANNING & TRAFFIC ENGINEERING

September 29, 2005

Ms. Jo McKenzie
The McKenzie Group
1578 Palomar Drive
San Marcos, CA 92069

D&A Ref. No: 000710

Subject: Traffic Analysis for Oak Rose Ranch (TM 5204 RPL 5); Log 00-08-012

Dear Ms. McKenzie:

The proposed Oak Rose Ranch subdivision (TM 5204) consisting of eight (8) single-family estate lots has been reviewed for direct and cumulative traffic impacts. This letter has been revised to respond to the County's comments dated September 13, 2005.

The project will generate 12 daily vehicle trips per dwelling unit resulting in 84 daily vehicle trips being to the surrounding roadways. This level of traffic generation will not create any direct traffic impact since it generates fewer than 100 daily vehicle trips, which is the criteria contained in the County's draft guideline for determining a direct impact to a two-lane roadway operating at LOS "F".

However, the project will add to the cumulative impacts to roadways in the area. To mitigate the projects cumulative impacts it is recommended that the project agree to pay the recently approved Traffic Impact Fees adopted by the Board of Supervisors.

The County of San Diego has developed and overall programmatic solution that addresses existing and projected future road deficiencies in the unincorporated portion of San Diego County. This program includes the adoption of a Transportation Impact Fee (TIF) program to fund improvements to roadways necessary to mitigate potential cumulative impacts caused by traffic from future development. Based on SANDAG regional growth and land use forecasts, the SANDAG Regional Transportation Model was utilized to analyze projected build out (year 2030) development conditions on the existing circulation element roadway network throughout the unincorporated area of the County. Based on the results of the traffic modeling, funding necessary to construct transportation facilities that mitigate cumulative impacts from new development was identified. Existing roadway deficiencies will be corrected through improvements projects funded by other public funding sources, such as TransNet, gas tax, and grants. Potential cumulative impacts to the region's freeways have been addressed in SANDAG's Regional Transportation Plan (RTP). This plan, which considers freeway buildout over the next 30 years, will use funds from TransNet, state, and federal funding to improve freeways to projected level of services objectives in the RTP.

The proposed project generates 84 ADT. These trips will be distributed on circulation element roadways in the County that were analyzed by the TIF program, some of which currently or are projected to operate at inadequate levels of service. These project trips therefore contribute to a potential significant cumulative impact and mitigation is required. The potential growth represented by this project was included in the growth projections upon which the TIF program is based. Therefore, payment of the TIF, which will be required at issuance of building permits, in combination with other components of the program described above, will mitigate potential cumulative traffic impacts to less than significant.

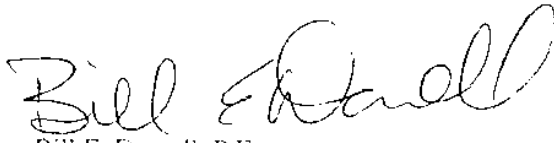
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Payment of the \$7,731 fee per dwelling unit for the San Dieguito Community will be required, with a total payment of \$61,848 (\$7,731 x 8).

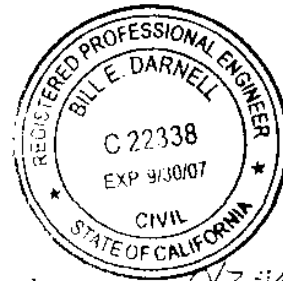
If you have any questions, please feel free to contact the office.

Sincerely,

DARNELL & ASSOCIATES, INC.



Bill E. Darnell, P.E.
RCE: 22338



Date Signed: 9/29/05

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